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Joe McInnes
TRANSPORTATION DIRECTOR

September 14, 2010

Mr. Clinton Harris, Chairman
Bessemer Airport Authority
900 Mitchell Field Road
Bessemer, Alabama 35023

**Subject: Annual Inspection Report
Bessemer Municipal Airport**

Dear Mr. Harris:

An inspection of the Bessemer Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is being issued with no restrictions. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Cc: Mr. Rans Black
FAA/ADO
Barge Waggoner Sumner & Cannon, Inc.

ANNUAL INSPECTION REPORT

SEPTEMBER 9, 2010



BESSEMER MUNICIPAL AIRPORT
BESSEMER, ALABAMA

**ANNUAL INSPECTION REPORT
BESSEMER MUNICIPAL AIRPORT
BESSEMER, ALABAMA**

September 9, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Bessemer Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated August 1, 2005 with any required changes taken from the FAA Advisory Circular 150/5300-13 "Airport Design". The current approved Airport Layout Plan does not accurately reflect the current conditions of the airport. An update of the Airport Layout Plan is currently underway.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 9, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ Runway 5 – The Approach/Departure Path is unobstructed and meets licensing requirements.
- ➔ Runway 23 – The Approach/Departure Path is unobstructed and meets licensing requirements.

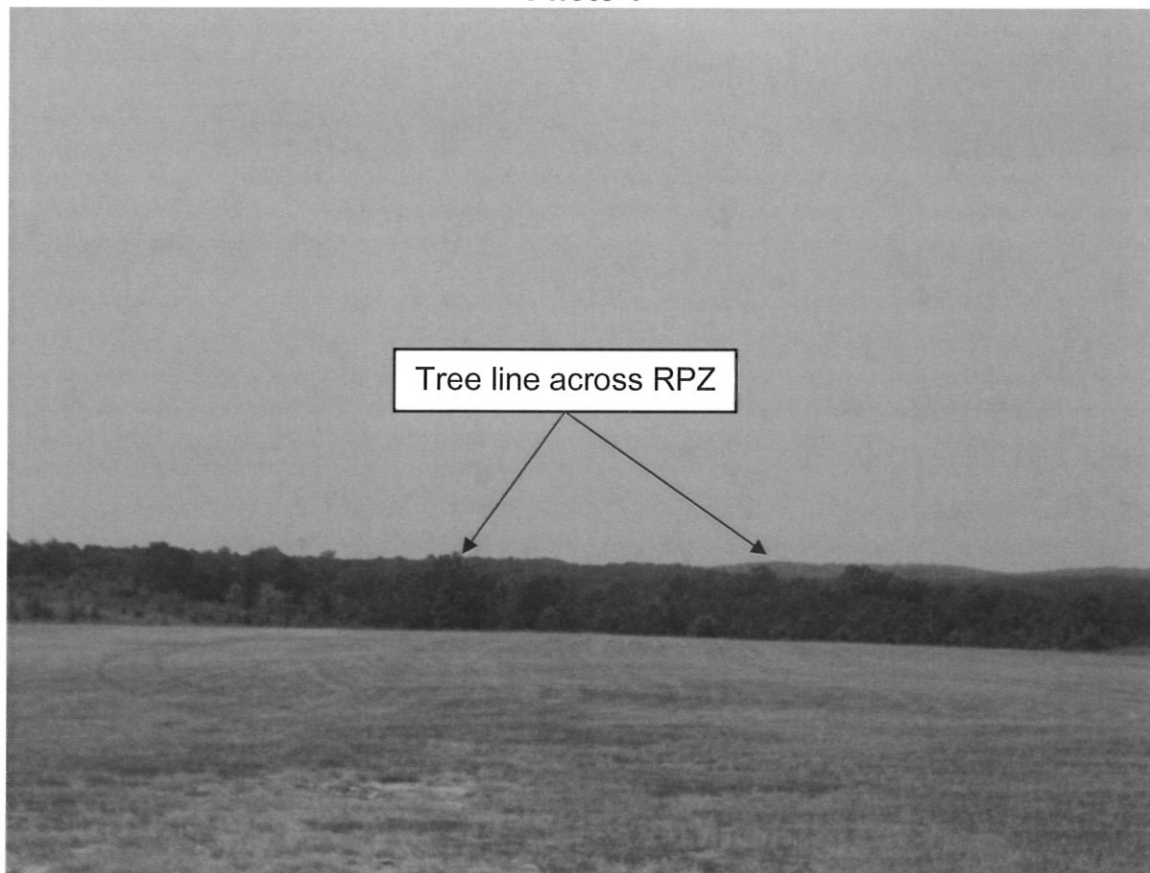
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Maintenance

- Runway 5 – A line of trees across the southern side of the FAA Runway Protection Zone violate the required 50:1 slope, reducing the slope to 28:1. (See Appendix 2 for location)
- Runway 23 – Trees located along the northern side and the center of the FAA Runway Protection Zone violate the required 34:1 slope, reducing the slope to 8:1. (See Appendix 3 for location)

Photo 1

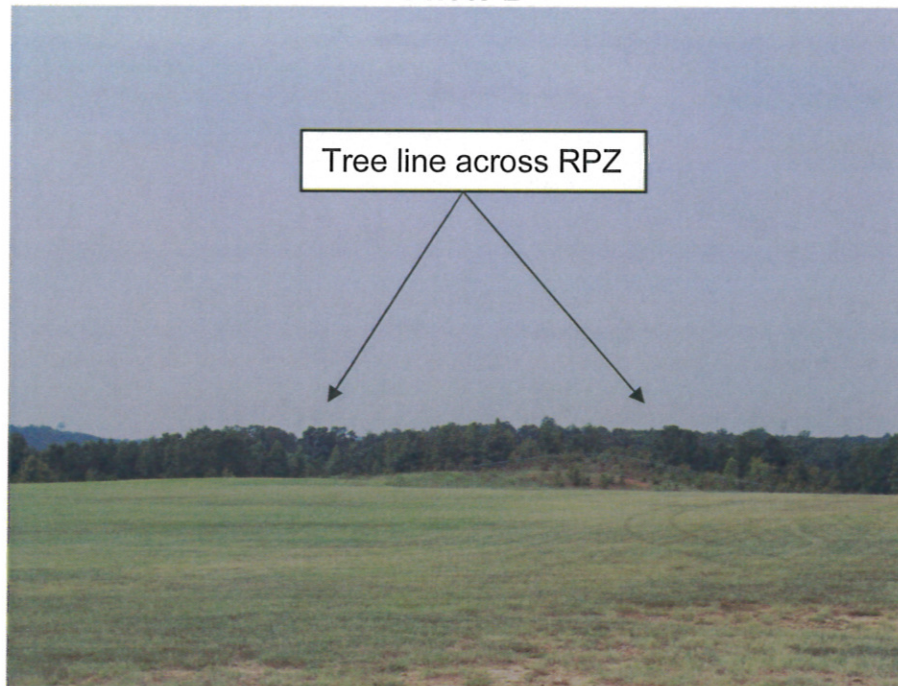


Runway 5 Approach

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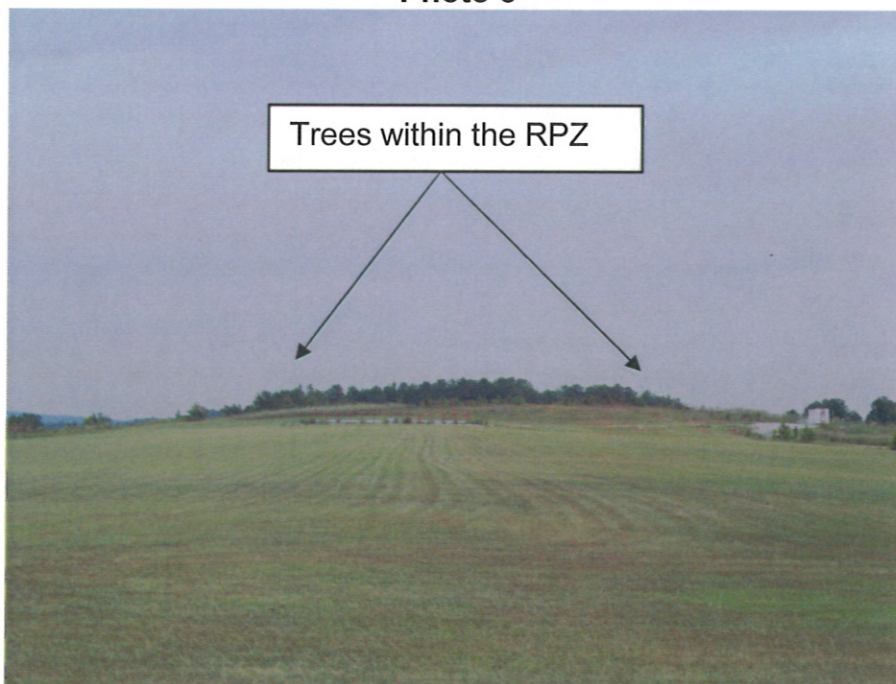
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Photo 2



Runway 5 Approach

Photo 3

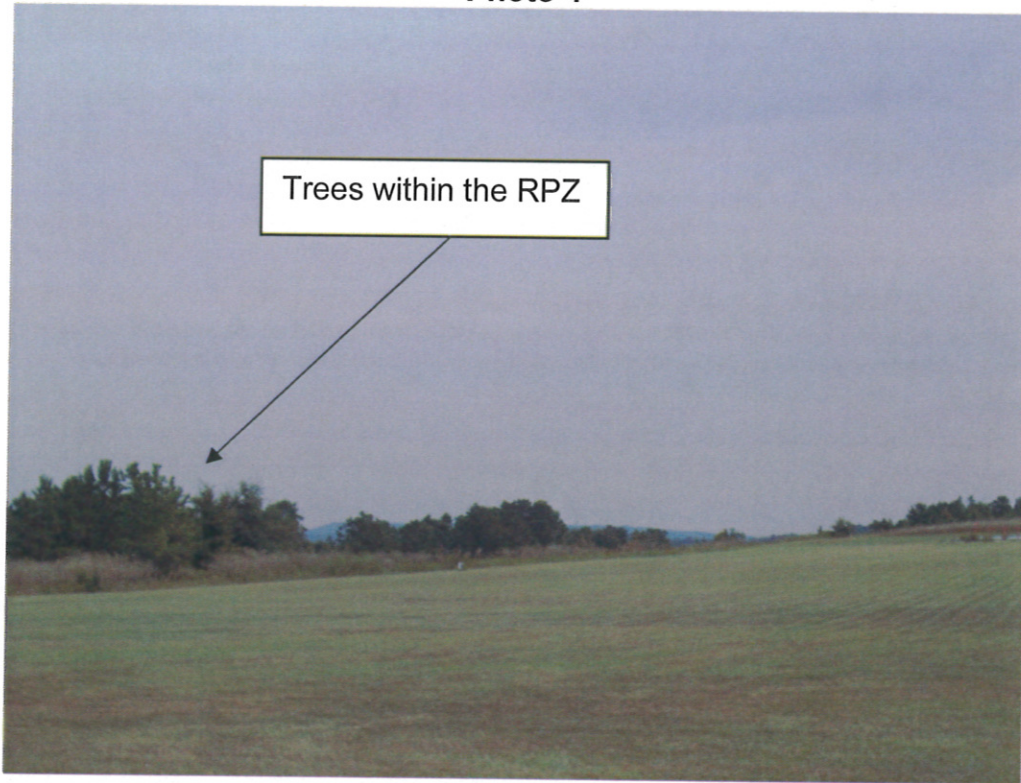


Runway 23 Approach

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Photo 4



Runway 23 Approach

Required Action

- ➔ In order to meet certain FAA grant assurances the obstructions located within the FAA 50:1 approach slope for runway 5 should be cleared.

2. Primary Surface

Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

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Inspection Results

- The primary surface was inspected and found to meet state licensing requirements.

Maintenance

- Trees along the northern edge of the entire runway are located within the FAA Object Free Area which is located 250 feet each side of centerline and extends past the runway end 300 feet. Trees are located 147 feet to 180 feet from the centerline of the runway.

Photo 5



Tree line along northern side of the runway

Required Action

- Remove all obstructions to the FAA Object Free Area.

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3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The runway safety area was found to meet state licensing requirements.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- ➔ The taxiway markings are good.
- ➔ Runway 5 – Runway Identifier markings are in FAIR condition.
- ➔ Runway 23 – Runway Identifier markings are in POOR condition.

Maintenance

- ➔ The runway markings must be remarked in accordance with FAA AC150/5340-1J "Standards for Airport Markings" in the near future. Plans should be made to have this maintenance item funded within the next two years.

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Photo 6



Runway Identifier Markings of Runway 5 in FAIR condition

Photo 7



Runway Identifier Markings of Runway 23 in POOR condition

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5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- ➔ The wind direction indicator was inspected and found to be lit and operational.

Photo 8



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6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The airport lighting system was inspected and found to be operational.
- ➔ The VASI units are NOTAMed as out of service.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- ➔ The runway surface has minor raveling and joint cracking with vegetation in the paving seams. This condition was not noted on the newer pavement of the runway extension, but was noted on the old pavement particularly near the Runway 5 threshold.

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Photo 9



Vegetation in lane seams of pavement near Runway 23 threshold.

Maintenance Required

- Vegetation must be removed and the cracks cleaned and sealed.

8. Fueling Area Requirements **Administrative Code 450-9-1-.12(8)**

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.

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- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 10



Fueling Area

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9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- No prohibited activities were observed during the inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

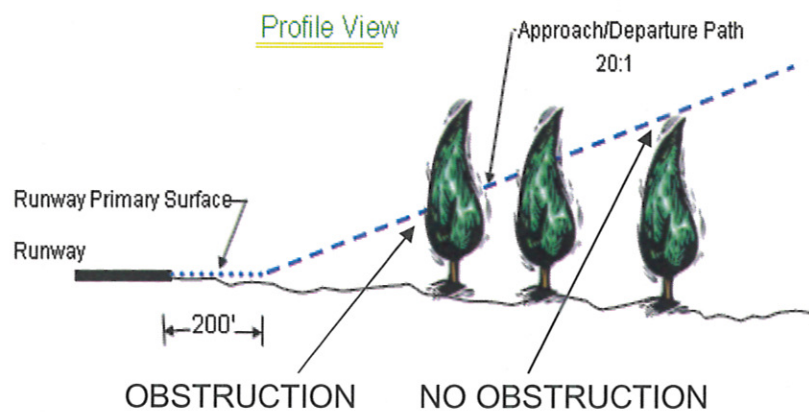
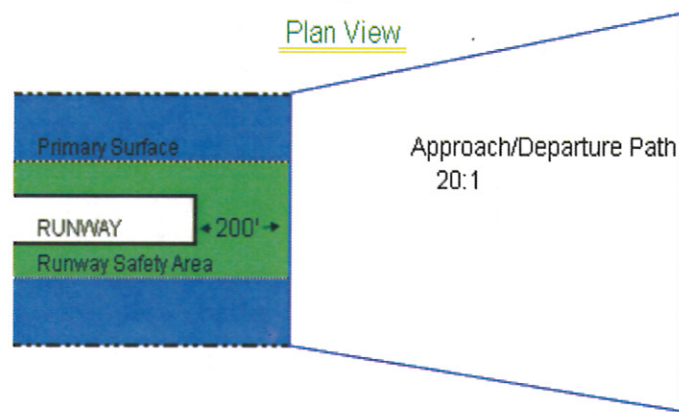
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path Rwy 5/23	Maintenance	Remove obstructions to FAA 50:1 and 34:1 Approach Slope
Primary Surface	Maintenance	Remove all obstructions to the FAA OFA
Airport Markings	Maintenance	Remark runway in near future
Runway, Taxiway and Apron Conditions	Maintenance	Clean and seal cracks

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1

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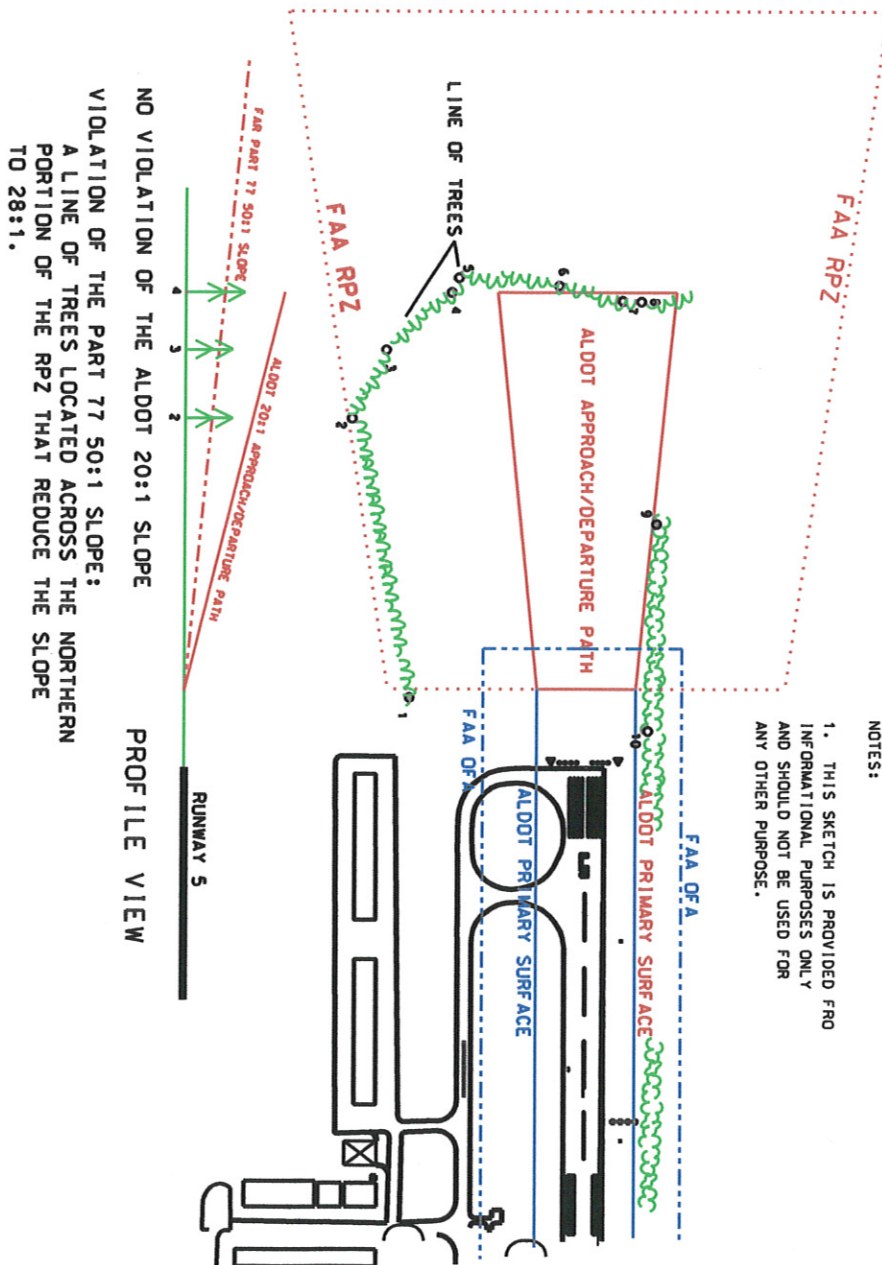
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BESSEMER MUNICIPAL AIRPORT SEPTEMBER 9, 2010

PLAN AND PROFILE RUNWAY 5

NOTES:

1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

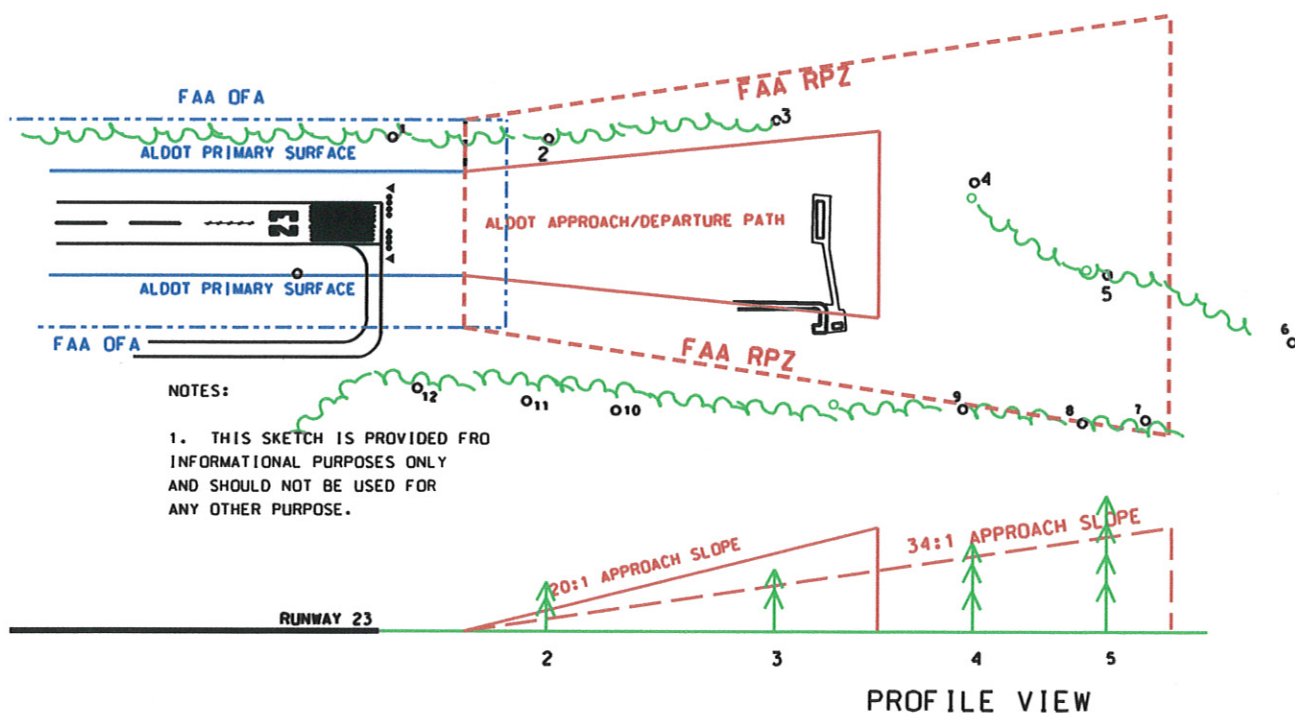


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PLAN AND PROFILE RUNWAY 23



VIOLATIONS OF THE 34:1 SLOPE

- | | |
|--|---|
| <p>2. +24 FOOT TREE
401 FEET FROM RUNWAY END
205 FEET FROM CENTERLINE
8:1 SLOPE</p> <p>3. +30 FOOT TREE
951 FEET FROM RUNWAY END
251 FEET FROM CENTERLINE
25:1 SLOPE</p> | <p>4. +42 FOOT TREE
1430 FEET FROM RUNWAY END
102 FEET FROM CENTERLINE
29:1 SLOPE</p> <p>5. +65 FOOT TREE
1751 FEET FROM RUNWAY END
120 FEET FROM CENTERLINE
23:1 SLOPE</p> |
|--|---|